
Adventures in TOD:

Pulaski Station, Chicago and
South Orange, NJ Train Station

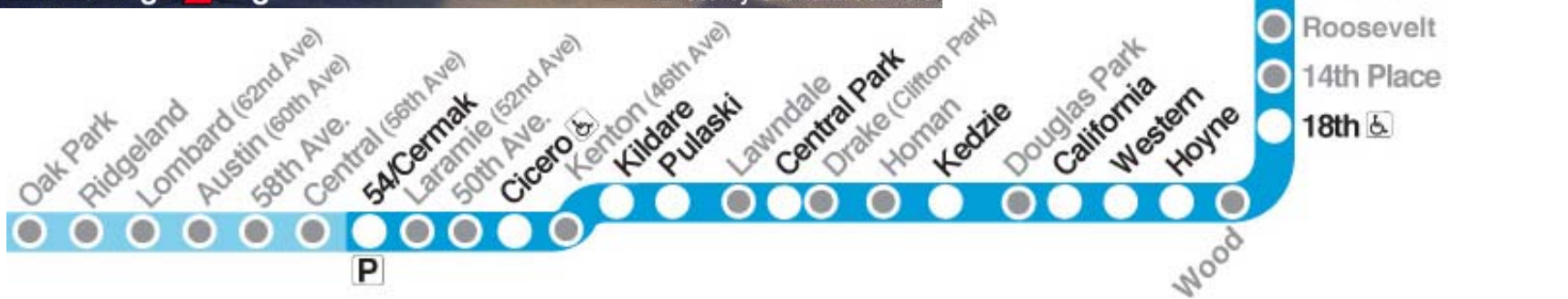
Pulaski Station, Chicago

- Located in West Chicago
 - “Green Line” connects the downtown Loop with Oak Park
 - Neighborhood of West Garfield
 - Primarily African-American, low income
 - Residents need the “L” for travel
 - Chicago Transit Authority
 - Faced budget constraints, considered discontinuing the Green Line
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Conditions – 1950s



Conditions – 1990s



Station In Trouble...

- CTA announced possibility of Green Line closing
 - Community and stakeholders organize
 - Two Goals: station / service preservation
 - Revitalization of West Garfield
 - Consensus on Transit Oriented Development
 - Bethel New Life, Inc.
 - Faith based CDC
 - Assembled plans and financials in support of Pulaski TOD
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CTA Comes Around

- Shortly after TOD plans are publicized, CTA decides to invest in Pulaski and the Green Line
 - Pledge of \$300 million
 - Station revitalization
 - Plans for a Pulaski “Super Station”



Bethel New Life in Action

- Directly or indirectly involved with several development projects
 - Affordable Housing
 - Development of 40 affordable and energy efficient houses
 - Creating and managing affordable rental units
 - Vacant space and brownfields reuse
 - Creation of pocket parks and streetscape improvements
 - Several commercial and mixed use projects
 - Grocery store, day care, retail – job creation
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Revamped Pulaski Station



Photo by Graham Garfield

www.Chicago-L.org

Revamped Pulaski Station



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South Orange Train Station, NJ

- Located in Northern New Jersey
 - Originally a summer community for Newark and NYC residents
 - NJ Transit holds authority
 - Station serves the commuter rail into NYC
 - Station was never in any danger of closing
 - Downtown South Orange
 - Years of neglect – need for revitalization
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Conditions - 1990s



New Direct route to Midtown Manhattan

- NJ Transit anticipates increased ridership from South Orange
 - Authority pressing the village to provide additional parking spaces for riders
 - Village government forces a compromise
 - NJ Transit to provide funding for the downtown and façade improvements on Authority-owned buildings
 - Village to increase downtown parking by 270 spaces
 - Local realtor brokers the deals
 - Existing tenant leases bought out, high end retail comes in
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Improved Downtown



Renovated Train Station?



Sustainability

- Open Space creation near Pulaski Station
 - Bethel New Life practicing Green Building Techniques
 - Affordable housing created
 - Mix of uses near the Station
 - Daycare and supermarket near the station reduce trip chaining and car dependence
 - TODs encourage increased transit use
 - Residential units being built at higher densities around each station
 - Streetscape improvements and traffic calming implemented
 - New parking provided
 - Maximize use through parking sharing agreement
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Sources:

Websites:

- Chicago Transit Authority:
 - <http://www.transitchicago.com>
 - Village of South Orange Home Page:
 - <http://www.southorange.org/>
 - Pulaski Station Redevelopment:
 - http://www.chicago-l.org/stations/pulaski-40th_term.html
 - Bethel New Life, Inc.:
 - <http://www.bethelnewlife.org/index.htm>
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Sources:

- National Trust for Historic Preservation. “The Returning City: Historic Preservation and Transit in the Age of Civic Renewal,” Washington, DC
Available:
<http://www.nationaltrust.org/issues/transportation/returning_city_1.pdf>
<http://www.nationaltrust.org/issues/transportation/returning_city_2.pdf>
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